

The China Mail.

Established February, 1845.

Vol. XLIV. No. 7677.

號一卅月三年八十八百八千一英

HONGKONG, SATURDAY, MARCH 31, 1888.

日九十月二年子戊

Price, \$2 per Month.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALAN, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE SMITH & Co., 30, Cornhill, London. GORDON & GUTHRIE, Ltd., 10, Abchurch Lane, E. C. HENDY & Co., 37, Wallbrook, E. C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall Street, W. M. WILSON, 151, Cannon Street, E. C.

PARIS AND EUROPE.—AMBERT PRINCE & Co., 30, Rue Lafayette, Paris.

NEW YORK.—AMERICAN WIND, 21, Park Row.

SAN FRANCISCO and American Ports generally.—BEAN & BLAKE, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GUTHRIE, Melbourne and Sydney.

Ceylon.—W. M. SMITH & Co., THE APOTHECARIES Co., Colombo.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Square, Singapore. O. HEINSEN & Co., Malacca.

CHINA.—MASS, F. A. DE CREU, Steamer, Quincey & Co., Agents, N. MOORE, Canton, HONGKONG & Co., Shanghai, LAKE, CHAWWORTH & Co., and KELLY & WALSH, Yokohama, LAMP, CHAWWORTH & Co., and KELLY & Co.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1. The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 2; Saturdays, 10 to 1.
2. Sums less than \$1, or more than \$250 at one time will not be received. No deposit may be made more than \$2,500 in any one year.
3. Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
4. Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
5. Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6. Correspondence as to the business of the Bank if marked On Hongkong Savings Bank Business is forwarded free by the various British Post Offices in Hongkong and China.
7. Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$7,500,000
Reserve Fund, \$3,900,000
Reserve Liability of Pro., \$7,500,000

COURT OF DIRECTORS.
Chairman—Hon. JOHN BELL IYING.
Deputy Chairman—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq.
W. G. BRODIE, Esq.
H. L. DALRYMPLE, Esq.
H. HOPKINS, Esq.
B. LAYTON, Esq.

CHIEF MANAGERS.
Hongkong, THOMAS JACKSON, Esq.
Shanghai, EDWIN CAMERON, Esq.
London, BANKERS, London and County Bank.

HONGKONG.
Interest Allowed.
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, January 25, 1888. 303

Notice of Firm.

NOTICE.

MR. M. GROTE has this day been Admitted a Partner in our Firm.
CHATER & VERNON.
Hongkong, January 15, 1888.

Intimations.

RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.
This Article, which has been reprinted from the China Review, contains one of the best sketches of Formosa life yet written. A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, \$1—at Messrs. LANE, CRAWFORD & Co.'s, and Messrs. KELLY & WALSH, Limited, Hongkong; also, Mr. N. MOORE, Amoy.
Hongkong, March 3, 1888. 303

WASHING BOOKS.

WASHBURN'S BOOKS, for the use of Ladies and Gentlemen, are now to be had at this Office—Price, \$1 each.
CHINA MAIL OFFICE.

Intimations.

BANK HOLIDAYS.

IN accordance with Ordinance No. 6 of 1875, the Undersigned BANKS will be CLOSED for the Transaction of Public Business on FRIDAY, the 30th Instant (Good Friday), and on MONDAY, the 2nd April (Easter Monday).
For the 'Chartered Mercantile Bank of India, London and China,'
JOHN THURBURN,
Manager, Hongkong.
For the 'Chartered Bank of India, Australia and China,'
T. H. WHITEHEAD,
Manager, Hongkong.
For the 'Hongkong and Shanghai Banking Corporation,'
T. JACKSON,
Chief Manager.
For the 'Comptoir d'Escompte de Paris,'
J. ARRANGER,
Acting Agent.
For the New 'Oriental Bank Corporation, Limited,'
E. W. RUTHER,
Manager, Hongkong.

Hongkong, March 27, 1888. 511

HONGKONG RIFLE ASSOCIATION.

THE FIFTH PRIZE MEETING will be held at Kowloon on FRIDAY and SATURDAY, March 30th and 31st, and MONDAY, April 2nd, 1888.
For Men and All. Competitors over \$1,200 will be given in Prizes.
The Shooting will commence each day at 10 a.m.
Programmes and Entry Forms can be obtained from the Undersigned on and after Monday, 26th March, 1888.
A. SHELTON HOOPER,
Honorary Secretary.

Hongkong, March 20, 1888. 465

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of Business Contributed during the Half-Year ended 31st December, 1887, on or before the 31st Instant, on which date the Accounts will be Closed.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, March 15, 1888. 434

NOTICE.

NOTICE is hereby given that if the SUMS mentioned in Schedules A and B of Ordinance No. 11 of 1888, Copies of which have been posted up in the Supreme Court, and published in the Government Gazette of the 17th March, 1888, are NOT CLAIMED within six months, from the date hereof, they will be paid over to the GENERAL REVENUE of the Colony.

THE SUMS mentioned in Schedule C to the said Ordinance, a Copy of which has been posted and published, will also be paid over to the TREASURY if NOT CLAIMED within one year from the said date.

EDW. J. ACKROYD,
Registrar.

Registry, Supreme Court,
Hongkong, 17th March, 1888. 481

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS DISCHARGING GUNBOAT COAL, TON and COTTON YARN at the Kowloon Wharves will have FREE STORAGE for 14 days from arrival, after which a Rent of 3 CENTS per bale per month will be charged.

ISAAC HUGHES,
Secretary.

Hongkong, November 7, 1887. 2148

A LADY residing in England wishes to have Two or Three CHILDREN EDUCATED with her.

Careful training with the advantage of French and German taught in an English home.
Good References required and exchanged.

Apply to
LANE, CRAWFORD & Co.

Hongkong, March 27, 1888. 512

ROSE SHAMROCK AND THISTLE HOTEL.

MR. LIEBERMANN having Sold the above BUSINESS to Mr. C. BERRIOVITZ, and being about to leave for Europe shortly, requests that ALL CLAIMS against him be sent in immediately.

Hongkong, March 21, 1888. 474

DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon-Dentist,
(Formerly Assistant to Dr. ROGERS), has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.

No. 2, DUNDRELL STREET.

Consultation Free.
Discount to missionaries and families.
Sole Address:
2, DUNDRELL STREET,
(Next to the New Oriental Bank.)
Hongkong, January 12, 1888. 66

NO WREAY.

PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW.

Can be obtained from KELLY & WALSH, at Shanghai and Hongkong, at LANE, CRAWFORD & Co., Hongkong, and at the China Mail Office.

Business Notices.

LANE, CRAWFORD & Co.

HAVE RECEIVED A VARIETY OF

NEW GOODS.

INCLUDING—

PIGSKIN HACK SADDLES and FURNITURE, Complete for \$20.00.
DOG COLLARS, DOG MUZZLES, DOG WHIPS, DOG CHAINS.
THE FINEST RAPIDE, MARON'S PATENT INDESTRUCTIBLE, \$6.00.
A FINE LOT OF BATH SPONGES.
BATH TOWELS, BATH BLANKETS and BATH GOWNS.
BRACKET and TABLE LAMPS, LAMP SHADES.
SCARVES and TIES, Spring Colours and Designs.

HOSIERY AND OUTFITTING SUNDRIES.

ALBUMS, PORTRAIT FRAMES, WORK-BASKETS, POCKET BOOKS, NOTE CASES.

Also,
A LARGE STOCK OF

TENNIS BATS AND BALLS.

LANE, CRAWFORD & Co.

Hongkong, March 20, 1888. 470

NEW GOODS.

TALL SILK HATS.
BLACK, BROWN, DRAB and GRAY HAND-MADE HATS.
Tweed and other SOFT FELT HATS and CAPS in new shapes.
SHAW and FUR HATS.
SILK UNDERWEAR, from \$5, over 10 to choose from.
WALKING STICKS, a very large assortment.
WATERPROOF COATS, LEOPARDS and CAMEL APONS.
TRAVELLING RUGS & SCOTCH MANES.
OTHER COATINGS, light and heavy.
Tweed.

Fine Black DIAGONAL and CORKSHEW for Dress Suits, Black, Blue and Brown Fancy and Check DIAGONAL COATINGS.
Fancy and Check Tweed Suits.
Trousers, in a great variety of Stripes, Checks, &c.
CHECKING FLANNELS, in Checks, Stripes and Plain.
French Printed SHIRTINGS.
Unshrinkable FLANNEL SHIRTINGS.
Winter, Medium and Summer UNDER VESTS and PAJAMAS.
READY-MADE ULSTERS in STOCK.

Solid LEATHER PORTMANTEAUS.
OVERLAND TRUNKS, GLASS-STEEL BAGS, and a variety of TRAVELLING CASES, all sizes.
SIX 4-HOSE, Black, Navy and Colours.
Lamb's Wool, Merino and Lisle Thread 4-HOSE.
White Dress SHIRTS.
Ladies' and E. S. BOOTS and SHOES.
Shooting Boots, RUBBER BOOTS.
Patent Leather Boots and SHOES.
DANCING PUMPS, all sizes.
Large Stock of Scarves, TIES, HANDKERCHIEFS, BRACES.

Hongkong, February 21, 1888. 285

ROBT. LANG & Co.

STAG HOTEL,

QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE COLONY AND COMMANDEERING OFFICES.

GOOD ACCOMMODATION FOR VISITORS.
CHARGES MODERATE.
DINING AT 12 O'CLOCK. DINNER AT 7.30.

WELL VENTILATED BILLIARD ROOM.
Tiffin 50 CENTS. DINNER 75 CENTS.

Wines, Spirits and Malt Liquors of the very best quality only.
Hongkong, April 1, 1887. 507

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbor and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved, and is now one of the principal Hotels in the place.
The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Services of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall.
The HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms.
The HOTEL is unsurpassed for comfort, convenience and quick service.
Continental languages are spoken.

Messrs. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1888. 1612

W. POWELL & Co.

We have Received THIS WEEK, our

FIRST DELIVERIES

NEW SPRING DRESS MATERIALS,

Over 500 Pieces to Select from, varying in Price from 12 CENTS per Yard.

NEW STRAW HATS, FLOWERS, FEATHERS, RIBBONS, LACES, &c., &c., &c.

W. POWELL & Co.
VICTORIA EXCHANGE, March 8, 1888. 304

Intimations.

SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN.

(SOCIÉTÉ ANONYME.)

CAPITAL. — FRANCS 4,000,000
DIVIDED INTO 8,000 SHARES OF FRANCS 500 EACH.

THIS Société is being formed for the purpose of WORKING the COAL MINES at HAZONG BAY, Tonquin, under a Concession granted by the French Government in Tonquin, to M. BAYET CHAPPELIER as per Act, dated Hanoi, the 28th day of March, 1887, and the 6th day of August, 1887.

The COAL MINES cover an Area of about 15,000 hectares, and the Concession will be conveyed to the Société by the Concessionaire as soon as the Société is formed. Of the 8,000 SHARES 4,000 are offered for Public Subscription at Par on the 22nd and 23rd days of March, 1888, and the Amount thereof is payable on application.

Forms of Application can be obtained from M. BAYET CHAPPELIER, 7, Queen's Road Central, to whom the same must be returned when filled up and signed, and where also the Articles of Association of the Société in formation can be obtained by the intending Shareholders.

PAYMENT for SHARES applied for must be made to the Comptoir d'Escompte de Paris, Hongkong, as Agents for the Banque de l'Indo-Chine, who will grant Receipts for same.

Hongkong, March 20, 1888. 474

SAILOR'S HOME.

Any Outfit of Clothing, Boots, or Trunks will be thankfully received at the SAILOR'S HOME, West Point, Hongkong, July 24, 1887.

Intimations.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.
In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 28, 1885. 1488

CHAS. J. GAUPP & Co.

Chronometer, Watch & Clock Makers.

Jewellers, Gold & Silversmiths.

NAUTICAL SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

YACHTMEN'S CALIBRATED BINOCULARS and TELESCOPES.

ROSS'S LATEST AND OTHER COMPASSES.

ADMIRALTY & IMRAY CHARTS.

NAUTICAL BOOKS.

English Silver & Electro-Plated Ware.

Gold & Silver Jewellery.

in great variety.

D. J. M. O'NEILL.

DIAMOND JEWELLERY.

A Splendid Collection of the Latest London Patterns, at very moderate prices. 748

For Sale.

FOR SALE.

JULES MUMM & Co.'s
CHAMPAGNE.
Quarts, \$20 per Case of 1 doz.
Pints, \$21 " " 2 " "
Dobos Frères & de Geron & Co.'s
BORDEAUX CLARETS and WHITE WINES.
Baxter's Celebrated 'Bailey Bros' WHISKY, \$7½ per Case of 1 doz.
GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1884. 1187

To Let.

TO BE LET.

UNFURNISHED WITH TENNIS COURT.

NO. 5, RICHMOND TERRACE, a FOUR ROOMED HOUSE, with Three Bath Rooms.
No. 6, RICHMOND TERRACE, a SIX ROOMED HOUSE, with Three Bath Rooms.
A NEW STORY has just been added to the Servants' Quarters of both houses.

Apply to
JOHN WILLMOTT,
Hongkong Dispensary.

Hongkong, January 27, 1888. 142

TO BE LET.

(With Immediate Possession.)

TWO DESIRABLE RESIDENCES situated in Cairne Road, West end Terrace opposite to Rose Villa.
Apply to
No. 14, CAIRNE ROAD.
Hongkong, October 31, 1887. 2130

TO LET.

ROOMS in 'COLLEGE CHAMBERS.'

GODOWN in Ice House Lane, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st May.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, February 2, 1888. 504

TO LET.

A Commodious SUITE of OFFICES in the Ice House Buildings.

Apply to
G. O. ANDERSON,
13, Praya Central.

Hongkong, March 22, 1888. 489

Notices to Consignees.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's S.S. Ningchow, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned, before Noon on the 2nd April, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd April will be subject to risk.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m. To-day.

Bills of Lading will be countersigned by ARNOLD, KARBURG & Co., Agents.

Hongkong, March 27, 1888. 508

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. GLAMORGANSHIRE, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd April will be subject to risk.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, March 26, 1888. 502

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Japan having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's West Point Godowns, whence delivery may be obtained.

Cargo remaining undelivered after 1st April will be subject to risk. No Fire Insurance has been effected.

Consignees are hereby informed that all Claims must be made immediately, as notice will be entertained after the 30th Instant.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, March 20, 1888. 501

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship Amoy, will be despatched for the above Ports on SUNDAY, the 1st April, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS LAFFRAIK & Co., General Managers.

Hongkong, March 29, 1888. 518

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

The Company's Steamship Tachow, Captain J. NEWTON, will be despatched for the above Ports on SUNDAY, the 1st April, at 9 a.m.

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, March 29, 1888. 520

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'

To-day's Advertisements.

THE EASTERN THE GREAT
EXTENSION TELEGRAPH
AUSTRALASIA TELEGRAPH
& CHINA TELE. COMPANY
GRAPH COM. COPENHAGEN
PANY, Ltd.

THE CABLE to MACAO will be open on SUNDAYS from 9 a.m. to 11 a.m. and from 4 p.m. to 5 p.m.
WALTER JUDD,
Manager in China.

Hongkong, March 31, 1888. 532

THE CHINA SHIPPERS' MUTUAL
STEAM NAVIGATION COM-
PANY, LIMITED.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's S.S. *Kaisow*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WAREHOUSE AND CO., Ltd., Kowloon, whence delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. to-day.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the HONGKONG AND KOWLOON WAREHOUSE AND CO., Ltd., Kowloon, before noon on the 8th Proximo, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 8th Proximo will be subject to rent. Bills of Lading will be countersigned by ARNOLD, KARBEIG & Co., Agents.

Hongkong, March 30, 1888. 527

STEAMSHIP MELBOURNE.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex S.S. *Yoruba*, from Antwerp, ex S.S. *Provence*, and from Bordeaux, ex S.S. *Ville de Lille*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 5 p.m. to-day (Friday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Friday, the 6th April, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before Monday, the 9th April, or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, March 30, 1888. 528

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship *Diamant*, Captain Diamant, will be despatched for the above Ports on TUESDAY, the 3rd April, at 4 p.m., instead of as previously advertised.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, March 31, 1888. 534

STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co.'s Steamship *Kashgar*, Captain Woodin, will leave for the above places on THURSDAY, the 6th April, at 5 p.m.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, March 31, 1888. 529

STEAM TO YOKOHAMA AND KOBE.

The P. & O. S. N. Co.'s Steamship *Zambesi*, Captain Woodin, will leave for the above places on SATURDAY, the 7th April, at Daylight.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, March 31, 1888. 530

NAVIGAZIONE GENERALE ITALIANA
(FLORENCE & RUBATINO UNITED COMPANIES.)

STEAM FOR
SINGAPORE, PENANG & BOMBAY,
Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, GENOA, and GENOA, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports, up to CALA. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

The Co.'s Steamship *Suez*, Captain CANOVA, will be despatched as above on SATURDAY, the 7th April, at 10 a.m. At Bombay the Steamers are discharging in PRINCE'S DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, March 31, 1888. 533

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship *Jaona*, Captain MILLER, will be despatched as above TO-MORROW, the 1st April, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 31, 1888. 497

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & POCHOW.

The Co.'s Steamship *Haitan*, Captain ASTRON, will be despatched for the above Ports on TUESDAY, the 3rd April, at Daylight.

For Freight or Passage, apply to DOUGLAS LAMPAIK & Co., General Managers.

Hongkong, March 31, 1888. 531

FOR SWATOW, HAVRE AND HAMBURG, VIA SUZ CANAL.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL and BREMEN.)

The Steamship *Electric*, Captain L. MARSH, will be despatched for the above Ports on SATURDAY, the 7th April, at 4 p.m.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, March 31, 1888. 525

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ALLER KOWE, Hawaiian brig, Captain J. Phillips. - Wieler & Co.

B. P. CHENEY, American ship, Captain Hughes. - Douglas, Lampaik & Co.

BUSTER, British barquentine, Captain Rykogle. - Captain.

CENTINALE, American ship, Captain I. M. Benne. - Russell & Co.

HYTHIE E. TAYLOR, British barque, Capt. J. McCannachy. - Gibb, Livingston & Co.

SHIPPING.

ARRIVALS.
March 29, 1888:

Kaisow, British steamer, 1,334, W. S. Thomson, Glasgow and Liverpool February 17, General. - ARNOLD, KARBEIG & Co.

March 30:

Sura, Italian steamer, 1,415, Cabaro, Bombay and Singapore March 23, General. - CARLOWITZ & Co.

Alacriti, British despatch-vessel, 1,400, Commander Macdonochie, Manila March 26, General. - ARNOLD, KARBEIG & Co.

Cochet, British gunboat, from Canton. - HAITAN, British steamer, 1,182, S. Ashton, Foochow March 25, Amoy 28, and Swatow 29, General. - DOUGLAS STEAMSHIP CO.

Jason, British steamer, 1,420, J. Milligan, Glasgow and Singapore March 23, General. - BUTTERFIELD & SWIRE.

Melbourne, French steamer, 3,847, Lequerre, Marseilles February 26, Port Said March 2, Suez 4, Aden 9, Colombo 17, Singapore 23, and Saigon 27, Mails and General. - MESSAGERIES MARITIMES.

Leander, British steamer, 2,389, Captain Leicester O. Koppel, Manila March 26.

Matine, British sloop, 1,120, Captain J. H. Martin, Manila March 26.

Korejets, Russian gunboat, 1,238, Capt. Ostelskiy, Singapore March 22.

Hervine, British corvette, 1,420, Captain C. J. Balfour, Manila March 26.

Adriatic, British frigate, 6,010, Capt. Warren, Flying Flag of Vice-Admiral North Salmon, Manila March 26.

Baster, British barquentine, 305, Rykogle, Matupi (New Britain) March 3, Balat. - CAPTAIN.

Alvina, German steamer, 574, T. Samuelson, Pakhoi March 27, and Hoihow 28, General. - WENZ & Co.

Marcu, British steamer, 1,060, A. Macintosh, Nagasaki March 25, Coal. - TAKASIMA COLLIERY.

Smil, Dutch steamer, 821, Rupaak, Manila March 27, General. - SIEMSEN & Co.

Memur, British steamer, 1,457, Helms, Sydney February 11, Southport March 1, and Singapore 23, Sugar. - RUSSELL & Co.

Kastgar, British steamer, 1,515, C. Gadd, Bombay March 10, General. - P. & O. S. N. Co.

Espana, Spanish steamer, 564, Jose Zavala, Manila March 17, General. - BROUWER.

Hyern, British steamer, 1,108, J. Ousterker, Bangkok March 23, Rice. - TRUO KERTON.

March 31:

Diamant, British steamer, 514, A. A. McCastin, Manila March 28, General. - RUSSELL & Co.

Agencia, German barque, 1,395, Schumacher, Cardiff Nov. 7, Coal. - BOUWER.

Tajana, British steamer, 1,459, W. N. Allison, Sydney and Port Darwin March 22, Coal and General. - BUTTERFIELD & SWIRE.

Peking, German steamer, 960, G. Heuermann, Shanghai March 26, General. - SIEMSEN & Co.

Rita, German gunboat, 500, Lieut.-Com. Eickstedt, Manila March 27.

Penahur, British barque, 720, Geo. Parker, Pitogo March 23, Timber. - LANG, CRAWFORD & Co.

DEPARTURES.
March 30:

Drachenfels, for Saigon.

Stentor, for Singapore and London.

Teresa, for Saigon.

March 31:

Kaitow, for Shanghai.

Corbadoke, for Singapore.

Japen, for Singapore and Calcutta.

Decima, for Cebu.

Norden, for Nagasaki.

Kwongang, for Swatow.

Melbourne, for Shanghai.

CLEARED.

Benarty, for Saigon.

Athine, for Hoihow.

Nahank, for Swatow.

Formosa, for Swatow.

Taiwan, for Swatow and Bangkok.

CLEARED.
Idello, for Chiochi.
Marcu, for Nagasaki.
Crusader, for Saigon.
Idello, for Saigon.
Idello, for Saigon.
Idello, for Saigon.

PASSENGERS.
For *Kaisow*, from Glasgow: for Shanghai, Mr. Wainwright; from Singapore: for Hongkong, 213 Chinese.
For *Sura*, from Singapore, 20 Chinese.
For *Haitan*, from Canton Ports, Mr. and Mrs. Cook, 4 children and servant, Mr. Brown, 2 Masters Mattempa, Mr. and Mrs. Sator, Miss Sator, and Mr. Clay Shuet Fan, and 122 Chinese.
For *Jason*, from Glasgow, Mr. Emanuel, Captain and Mrs. Hayes, and 350 Chinese.
For *Melbourne*, from Hongkong: from Marseilles, Mr. J. J. Francis, Q.C., Mr. Feator (British Consul), Mr. F. Hater, Messrs. James, Pina, Campbell, Russell, Mr. and Mrs. Wainwright, from Singapore, Mr. Taylor, Mr. and Mrs. Joseph, Mr. and Mrs. King Hong, Messrs. Ching Fook and Chong Chien Peng; from Saigon, Mr. and Mrs. M. Pura, and 215 Chinese.
For Shanghai: from Marseilles, Dr. Jancovic, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam. For Kobe: from Marseilles, Mr. Takahashi; from Singapore, Mr. H. H. Cook, for Yokohama; from Marseilles, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam. For Kobe: from Marseilles, Mr. Takahashi; from Singapore, Mr. H. H. Cook, for Yokohama; from Marseilles, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam. For Kobe: from Marseilles, Mr. Takahashi; from Singapore, Mr. H. H. Cook, for Yokohama; from Marseilles, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam.

For *Sura*, from Canton Ports, Mr. and Mrs. Cook, 4 children and servant, Mr. Brown, 2 Masters Mattempa, Mr. and Mrs. Sator, Miss Sator, and Mr. Clay Shuet Fan, and 122 Chinese.
For *Jason*, from Glasgow, Mr. Emanuel, Captain and Mrs. Hayes, and 350 Chinese.
For *Melbourne*, from Hongkong: from Marseilles, Mr. J. J. Francis, Q.C., Mr. Feator (British Consul), Mr. F. Hater, Messrs. James, Pina, Campbell, Russell, Mr. and Mrs. Wainwright, from Singapore, Mr. Taylor, Mr. and Mrs. Joseph, Mr. and Mrs. King Hong, Messrs. Ching Fook and Chong Chien Peng; from Saigon, Mr. and Mrs. M. Pura, and 215 Chinese.
For Shanghai: from Marseilles, Dr. Jancovic, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam. For Kobe: from Marseilles, Mr. Takahashi; from Singapore, Mr. H. H. Cook, for Yokohama; from Marseilles, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam.

For *Sura*, from Canton Ports, Mr. and Mrs. Cook, 4 children and servant, Mr. Brown, 2 Masters Mattempa, Mr. and Mrs. Sator, Miss Sator, and Mr. Clay Shuet Fan, and 122 Chinese.
For *Jason*, from Glasgow, Mr. Emanuel, Captain and Mrs. Hayes, and 350 Chinese.
For *Melbourne*, from Hongkong: from Marseilles, Mr. J. J. Francis, Q.C., Mr. Feator (British Consul), Mr. F. Hater, Messrs. James, Pina, Campbell, Russell, Mr. and Mrs. Wainwright, from Singapore, Mr. Taylor, Mr. and Mrs. Joseph, Mr. and Mrs. King Hong, Messrs. Ching Fook and Chong Chien Peng; from Saigon, Mr. and Mrs. M. Pura, and 215 Chinese.
For Shanghai: from Marseilles, Dr. Jancovic, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam. For Kobe: from Marseilles, Mr. Takahashi; from Singapore, Mr. H. H. Cook, for Yokohama; from Marseilles, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam.

For *Sura*, from Canton Ports, Mr. and Mrs. Cook, 4 children and servant, Mr. Brown, 2 Masters Mattempa, Mr. and Mrs. Sator, Miss Sator, and Mr. Clay Shuet Fan, and 122 Chinese.
For *Jason*, from Glasgow, Mr. Emanuel, Captain and Mrs. Hayes, and 350 Chinese.
For *Melbourne*, from Hongkong: from Marseilles, Mr. J. J. Francis, Q.C., Mr. Feator (British Consul), Mr. F. Hater, Messrs. James, Pina, Campbell, Russell, Mr. and Mrs. Wainwright, from Singapore, Mr. Taylor, Mr. and Mrs. Joseph, Mr. and Mrs. King Hong, Messrs. Ching Fook and Chong Chien Peng; from Saigon, Mr. and Mrs. M. Pura, and 215 Chinese.
For Shanghai: from Marseilles, Dr. Jancovic, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam. For Kobe: from Marseilles, Mr. Takahashi; from Singapore, Mr. H. H. Cook, for Yokohama; from Marseilles, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam.

For *Sura*, from Canton Ports, Mr. and Mrs. Cook, 4 children and servant, Mr. Brown, 2 Masters Mattempa, Mr. and Mrs. Sator, Miss Sator, and Mr. Clay Shuet Fan, and 122 Chinese.
For *Jason*, from Glasgow, Mr. Emanuel, Captain and Mrs. Hayes, and 350 Chinese.
For *Melbourne*, from Hongkong: from Marseilles, Mr. J. J. Francis, Q.C., Mr. Feator (British Consul), Mr. F. Hater, Messrs. James, Pina, Campbell, Russell, Mr. and Mrs. Wainwright, from Singapore, Mr. Taylor, Mr. and Mrs. Joseph, Mr. and Mrs. King Hong, Messrs. Ching Fook and Chong Chien Peng; from Saigon, Mr. and Mrs. M. Pura, and 215 Chinese.
For Shanghai: from Marseilles, Dr. Jancovic, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam. For Kobe: from Marseilles, Mr. Takahashi; from Singapore, Mr. H. H. Cook, for Yokohama; from Marseilles, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam.

For *Sura*, from Canton Ports, Mr. and Mrs. Cook, 4 children and servant, Mr. Brown, 2 Masters Mattempa, Mr. and Mrs. Sator, Miss Sator, and Mr. Clay Shuet Fan, and 122 Chinese.
For *Jason*, from Glasgow, Mr. Emanuel, Captain and Mrs. Hayes, and 350 Chinese.
For *Melbourne*, from Hongkong: from Marseilles, Mr. J. J. Francis, Q.C., Mr. Feator (British Consul), Mr. F. Hater, Messrs. James, Pina, Campbell, Russell, Mr. and Mrs. Wainwright, from Singapore, Mr. Taylor, Mr. and Mrs. Joseph, Mr. and Mrs. King Hong, Messrs. Ching Fook and Chong Chien Peng; from Saigon, Mr. and Mrs. M. Pura, and 215 Chinese.
For Shanghai: from Marseilles, Dr. Jancovic, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam. For Kobe: from Marseilles, Mr. Takahashi; from Singapore, Mr. H. H. Cook, for Yokohama; from Marseilles, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam.

For *Sura*, from Canton Ports, Mr. and Mrs. Cook, 4 children and servant, Mr. Brown, 2 Masters Mattempa, Mr. and Mrs. Sator, Miss Sator, and Mr. Clay Shuet Fan, and 122 Chinese.
For *Jason*, from Glasgow, Mr. Emanuel, Captain and Mrs. Hayes, and 350 Chinese.
For *Melbourne*, from Hongkong: from Marseilles, Mr. J. J. Francis, Q.C., Mr. Feator (British Consul), Mr. F. Hater, Messrs. James, Pina, Campbell, Russell, Mr. and Mrs. Wainwright, from Singapore, Mr. Taylor, Mr. and Mrs. Joseph, Mr. and Mrs. King Hong, Messrs. Ching Fook and Chong Chien Peng; from Saigon, Mr. and Mrs. M. Pura, and 215 Chinese.
For Shanghai: from Marseilles, Dr. Jancovic, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam. For Kobe: from Marseilles, Mr. Takahashi; from Singapore, Mr. H. H. Cook, for Yokohama; from Marseilles, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam.

For *Sura*, from Canton Ports, Mr. and Mrs. Cook, 4 children and servant, Mr. Brown, 2 Masters Mattempa, Mr. and Mrs. Sator, Miss Sator, and Mr. Clay Shuet Fan, and 122 Chinese.
For *Jason*, from Glasgow, Mr. Emanuel, Captain and Mrs. Hayes, and 350 Chinese.
For *Melbourne*, from Hongkong: from Marseilles, Mr. J. J. Francis, Q.C., Mr. Feator (British Consul), Mr. F. Hater, Messrs. James, Pina, Campbell, Russell, Mr. and Mrs. Wainwright, from Singapore, Mr. Taylor, Mr. and Mrs. Joseph, Mr. and Mrs. King Hong, Messrs. Ching Fook and Chong Chien Peng; from Saigon, Mr. and Mrs. M. Pura, and 215 Chinese.
For Shanghai: from Marseilles, Dr. Jancovic, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam. For Kobe: from Marseilles, Mr. Takahashi; from Singapore, Mr. H. H. Cook, for Yokohama; from Marseilles, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam.

For *Sura*, from Canton Ports, Mr. and Mrs. Cook, 4 children and servant, Mr. Brown, 2 Masters Mattempa, Mr. and Mrs. Sator, Miss Sator, and Mr. Clay Shuet Fan, and 122 Chinese.
For *Jason*, from Glasgow, Mr. Emanuel, Captain and Mrs. Hayes, and 350 Chinese.
For *Melbourne*, from Hongkong: from Marseilles, Mr. J. J. Francis, Q.C., Mr. Feator (British Consul), Mr. F. Hater, Messrs. James, Pina, Campbell, Russell, Mr. and Mrs. Wainwright, from Singapore, Mr. Taylor, Mr. and Mrs. Joseph, Mr. and Mrs. King Hong, Messrs. Ching Fook and Chong Chien Peng; from Saigon, Mr. and Mrs. M. Pura, and 215 Chinese.
For Shanghai: from Marseilles, Dr. Jancovic, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam. For Kobe: from Marseilles, Mr. Takahashi; from Singapore, Mr. H. H. Cook, for Yokohama; from Marseilles, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam.

For *Sura*, from Canton Ports, Mr. and Mrs. Cook, 4 children and servant, Mr. Brown, 2 Masters Mattempa, Mr. and Mrs. Sator, Miss Sator, and Mr. Clay Shuet Fan, and 122 Chinese.
For *Jason*, from Glasgow, Mr. Emanuel, Captain and Mrs. Hayes, and 350 Chinese.
For *Melbourne*, from Hongkong: from Marseilles, Mr. J. J. Francis, Q.C., Mr. Feator (British Consul), Mr. F. Hater, Messrs. James, Pina, Campbell, Russell, Mr. and Mrs. Wainwright, from Singapore, Mr. Taylor, Mr. and Mrs. Joseph, Mr. and Mrs. King Hong, Messrs. Ching Fook and Chong Chien Peng; from Saigon, Mr. and Mrs. M. Pura, and 215 Chinese.
For Shanghai: from Marseilles, Dr. Jancovic, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam. For Kobe: from Marseilles, Mr. Takahashi; from Singapore, Mr. H. H. Cook, for Yokohama; from Marseilles, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam.

For *Sura*, from Canton Ports, Mr. and Mrs. Cook, 4 children and servant, Mr. Brown, 2 Masters Mattempa, Mr. and Mrs. Sator, Miss Sator, and Mr. Clay Shuet Fan, and 122 Chinese.
For *Jason*, from Glasgow, Mr. Emanuel, Captain and Mrs. Hayes, and 350 Chinese.
For *Melbourne*, from Hongkong: from Marseilles, Mr. J. J. Francis, Q.C., Mr. Feator (British Consul), Mr. F. Hater, Messrs. James, Pina, Campbell, Russell, Mr. and Mrs. Wainwright, from Singapore, Mr. Taylor, Mr. and Mrs. Joseph, Mr. and Mrs. King Hong, Messrs. Ching Fook and Chong Chien Peng; from Saigon, Mr. and Mrs. M. Pura, and 215 Chinese.
For Shanghai: from Marseilles, Dr. Jancovic, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright, Messrs. Schwab, Brown, Mr. Wagner (French Consul), wife, governess and servant, and Mr. Brunat; from Singapore, Messrs. Tukuda and Jannam. For Kobe: from Marseilles, Mr. Takahashi; from Singapore, Mr. H. H. Cook, for Yokohama; from Marseilles, Messrs. Howard, Alda, Eysing, Marsh, Mohlendorf, Dr. and Mrs. F. W. Wainwright,

That I would suggest to our new Naval Defensor that it would not be amiss to ascertain the Government facilities for coaling a fleet in a hurry in this port, because what I saw here during the last summer was the nightmare of the last summer, and the addition of a fleet of ironclads, as I have a little to do in the Colony.

That we will not have to send the *Audacious* or *Invincible* to Nagasaki to dock in future, which is comforting in one sense. That the Dock Company's stock has been made the subject of a petition of shareholders, but, like the fearless little bird, always rises to the summit of the waves and by its power of wing can weather any storm.

That whoever desires to develop Kowloon, should begin by establishing a first-class Ferry Service, as the launch men have outgrown the small launch service.

That 'artistic calls' such as those described in your issue of the 29th inst., might with great advantage be introduced into Hongkong, but their vicious duties should be performed on behalf of the Government as well as the Colony.

That this would relieve the former of some of its onerous duties, at times very difficult to perform, and the latter from many proxy inflections.

That the instincts of a gentleman are never at fault, though in some cases they are sometimes a difficulty, for instance, being limited in his knowledge as to the use of woollen, he might hesitate over the propriety of calling in a lady in flannel-trousers.

That if the recently-published reply to the 'Total Prohibition Bill' was really written by a Chinese, it is a pity that it looked up as a very incisive production, piercing and penetrating as a needle's point, and containing a deal of wholesome truth well thrust home.

That, however, if China means to take a front place among civilized nations, she will have very much to extend the reading of her books.

That the advanced young Celestial must remember that while he is allowed to exert at his own sweet will all over Europe and America, the so-called Barbarian is still confined to the mercantile salvage of China, and breaking his knuckles at the garden gate is the only hope of getting admittance on anything like a reciprocal footing.

That Mrs Pitt of Illinois certainly struck on a novel note of entertaining Mr Chamberlain, in asking him to meet herself and eighteen beautiful young maidens at luncheon, all other males being excluded.

That the position must have been embarrassing, and one can imagine the arbitrator for fish vainly endeavouring to shelter himself behind his cygnoles from the concentrated raking fire of bewitcheries and fascinations simultaneously brought to bear upon him from a battery of young ladies charming out American females.

That it is well known Joseph is a modest man, even though the mantle of the other Joe has not descended upon him, that parliament-having been retained in the Poliphary family.

BROWNIE.

HONGKONG RIFLE ASSOCIATION MEETING.

The fifth rifle meeting, under the auspices of the Hongkong Rifle Association, although commenced under rather unfavourable circumstances, has so far been attended with a satisfactory measure of success. In spite of the heavy rain, which fell yesterday and the generally depressing aspect of the weather, the members of the Committee were at their posts betimes, ready to begin work in spite of the rain. It was not however till the day was well advanced that competitors put in an appearance, the shooting not commencing till about two o'clock. The shooting yesterday was rather under the average merit, for which the weather is no doubt to some extent blameable, but to-day there was a considerable improvement both in weather and marksmanship. The firing points at all ranges, to-day were pretty crowded, especially in the afternoon, and the range superintendents were kept very busy. The shooting of the Ladies' Competition was watched with much interest, and it was evident that the contest would be a pretty close one, the scoring generally being fairly good. The All-comers' competitors were well patronised, as were also those competitions open to the civil service, volunteers and police. In addition to the already large number of prizes offered, cups have been given to be competed for by past and present members of the Executive and Legislative Councils. In the Cadets' competition, instead of two prizes, as given in the printed programme, there are now five, which it is to be hoped will have the effect of largely increasing the number of competitors. The vanishing target was again this afternoon and some disappointment was expressed at the absence of the 'Running Man,' who, according to a bill posted at the Secretary's tent, has been 'laid up.' None of the competitions were finished in time for us to give the result to-night. Although the competitors for past and present Legislators is no doubt the most interesting event in the programme, it does not appear so far that the average shooting of these gentlemen is anything brilliant. However, none of them as yet has made a lower score than 2—the total put on by one of the present Hon. members this afternoon.

SINGAPORE INSURANCE COMPANY LIMITED.

The following is the Report for presentation to the shareholders, at the fourth ordinary general meeting, to be held in the Exchange Rooms, Singapore, on Tuesday, the 5th April, 1898.

Gentlemen,—Your Directors have now the pleasure of presenting you with the Report and Accounts of the Company for 1897.

The past year has been marked by the exceptional number of severe fires that have occurred all over China and Japan, and by the heavy Marine Casualties, and by the keen war of rates that has been and is still going on. Notwithstanding which, the Company has continued to progress.

Fire Department.—The net premium for the year amount (less Reinsurance and Return) to \$78,077.80, and Losses (less Salvage) to \$34,659.76, which have been principally incurred in Hongkong.

Marine Department.—The net premium for the year amount (less Reinsurance and Return) to \$75,276.33, and Losses (less Salvage) to \$34,014.40. Further claims amounting to about \$19,000, are still pending, against which some salvage is recoverable, but the amount cannot yet be estimated.

The total result of the Company's working for 1897, shows a balance to credit of \$76,808.10 which is carried forward.

All the risks effected in 1897, have now run off, with the result that the balance carried forward at the last General Meeting now

stands at \$55,314.33, and there being no further liability on that sum your Directors propose to dispose of it as follows, viz:—

In payment of Interest to shareholders at the rate of 10 per cent. on the amount then paid up, which will amount to \$43,438.42, and to carry forward the balance of \$11,875.91 as the commencement of a reserve fund.

The premium received and the losses incurred from 1st January, 1898, as far as Marine Insurance are as follows:—

Fire Premium \$11,000 Fire Losses \$7,294. Marine " \$30,000 Marine " \$5,300.

During the year the Directors regret that they have "lost the valuable services on the Board of Mr W. G. Greig and Mr T. C. Egan. Mr W. G. Greig, Manager of the Hongkong and Shanghai Banking Corporation, has been elected to a seat at the Board in the place of Mr W. G. Greig.

Several new Agencies have been opened, but so far have the rates fallen, that in some parts of the East your Directors do not look on the premium yielding as much as they would like to see, and as a reduced business there to a minimum, which course has naturally led upon the premium account.

Directors.—As provided by the Company's Articles of Association (clause 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

CORRESPONDENCE.

MR SANGSTER'S RECITALS.
To the Editor of the 'CHINA MAIL.'

Hongkong, 31st March, 1898.

SIR,—I am a lover of good music and am generally 'there' when such is to be enjoyed in the Colony, which I may safely say is invariably the case when our talented Organist, Mr Sangster, comes to the front, but of all the delightful performances I have attended for some time back, I commend to you the last two Organ Recitals. The previous Recital was fairly enjoyable, as in addition to the instrumental music about a dozen or so of the choir kindly condescended to appear and sing before an audience, which I think deserves better treatment, but on Thursday night, although the audience was small owing to the wretched weather, how was it that only two of the choir appeared? Each of the two singers had the chance to himself, and although they both acquitted themselves well, the result was a disappointment to the audience. After the exertions of the last three or four months the Committee of the Chinese Society must be disappointed of many of the Members, have not seen their way to further practice this season, but I feel sure that Mr Sangster had seen fit to invite the Society to assist at his late Recitals, most if not all of the members would have gladly responded to his call, and the result, I feel sure, would have been not only much more satisfactory so far as our apparently inextinguishable organ fund is concerned, but also, I venture to say, in other respects.—Yours,

A MEMBER OF THE HONGKONG CHORAL SOCIETY AND A CONSTANT CONTRIBUTOR TO THE ORGAN FUND.

THE TAXATION MANIA.

To the Editor of the 'CHINA MAIL.'

SIR,—The criticism of the Government by your correspondent 'Enterprise,' in the last issue of the Mail, is not altogether just.

I leave alone the question of taxing machinery—fully endorsing what he has written; but when he asks to have wharves taxed, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be exempt. But let it be remembered that the general use of wharves, while the general taxation of property exists, he goes a point too far. I assume that your correspondent's allusions are to property such as that of our new and flourishing Wharf Company: jetties, or landing stages where vessels are not taken alongside should certainly be

WOMAN'S SPHERE

They talk about a woman's sphere, as though it were a limit; There's not a place in earth or heaven, There's not a task to mankind given, There's not a blessing or a woe, There's not a whisper, yes or no, There's not a life, or death, or birth, That has a featherweight of worth, Without a woman in it.

HUMOURS OF A GOVERNMENT OFFICE

The anonymous so often complained of by those who are not in the habit of dealing with governments; the formalities, the endless delays, the crooked ways which prevail in the temples dedicated to the worship of Red-tape, are commonly supposed to be part of a cunningly devised system invented by overpaid and overworked officials, whose object is to embarrass, humiliate, and embarrass the lives of such of Her Majesty's lieges as are not fortunate enough to belong to their own haughty and exclusive caste. If this be so, it may be some consolation to the said lieges to learn that the authors of the system are also its victims; that the wielders of the red-tape scourge do not spare their own backs. Let us examine a few of the steps in it.

A clerk wants a hat-peg fixed up in his room. He puts forward a requisition, which, after being initiated by a number of officials—initiating, in fact, the requisition in the work of a government department—finally reaches the individual who directs the workman. After a decent interval, the executive arrives, generally in the plural number, and proceeds to survey the room in which operations are to be undertaken, and to fix on a site for the hat-peg. It might be thought that the requisition, having been approved by a fairly good judge on this last point; but it would be very irregular to consult him. The executive, having "earned a night's repose," departs; and soon after—perhaps in less than a week even—another workman appears on the scene with a selection of hummers, screws, nails, pliers, and, in fact, the requisition is again initiated, and the workman is sent to the workman's room—hat-peg. Having fixed on a site of his own—different from that chosen by his predecessors, and of course different from that desired by the clerk—he proceeds to fix up the peg, and sometimes completes the work in a day.

The position of the peg, though eminently artistic in its execution, in fact, it is the closing of the room-door. He does not deny this when it is pointed out to him; he merely remarks that he cannot exceed his instructions, which were to put up a hat-peg, and that to take one down requires a fresh set of instructions. In a few weeks, after the requisition, the workman is again initiated, and the workman is sent to the workman's room—hat-peg. Having fixed on a site of his own—different from that chosen by his predecessors, and of course different from that desired by the clerk—he proceeds to fix up the peg, and sometimes completes the work in a day.

Government servants, however, are capable of great despatch when put on their mettle. This was illustrated some years ago, when a dynamite explosion broke the glass in the windows of a public office and several neighbouring houses. The man sent to repair the damage in the government building, feeling that something more than the most formal requisition, displayed the most formal requisition, took out a hammer, and with that tool measured the distance between the windows—apparently for new carpentry—saved hundreds of wood, and generally manifested their appreciation of the fact that it was an occasion on which England expected every man to do his duty. The result was that in a week all the windows were completely boarded up preparatory to being glazed. It is true that on the evening of the day following the explosion, a large private institution next door, which had been equally damaged, had regained the status quo as regards its windows; but this result had probably been achieved by a more energetic and unofficial manner, very reviving to the instinct of the order-loving civil servant.

Order, which is heaven's first law, is also the first law in a government office. Nothing is ever rushed through. If a clerk thinks his rank entitles him to better candles than those served out to him—candles, the quality of which depends on the rank of the user, are much affected in the civil service, probably because they are worn and decayed than gas or oil; he gets his principal to ask the office-keeper to request the Under-Secretary of State to permit the Board of Works to move the Board to grant the Secretary of State permission to authorise the Under-Secretary to direct the office-keeper to issue the superior kind of candles. By the time the office-keeper gets the directions, the dark evenings are perhaps past; but winter probably another maker's candles are used, and as he adopts a different classification of his goods, all the correspondence and requisitions have not much practical result, except to make a precedent.

Most Crown servants are great sticklers for form, though whether, in adhering strictly to system, they do not occasionally try to poke a little fun at it, is a doubtful question. This culpable tendency may perhaps be detected in the following case. When a certain tax is paid one year and not the next, the clerk who keeps the record must enter opposite the name of the taxed one the reason for the discontinuance. One of Her Majesty's subjects having one year paid his tax, and shortly afterwards the debt of nature, naturally failed to pay the former the succeeding year. The cause—"Dead"—was entered in the proper column; but as the formality of crossing through his name was overlooked, a reason had to be given for non-payment on the third year, and the clerk gave a very cogent one—"Still dead."

The issue of pay to civil servants has extended the ingenuity of generations of officials. All conceivable systems have been tried, except issuing one-twelfth of the annual salary at the end of each month. In one of the latest departments, a very humorous system is in force. Suppose if a clerk has a salary of two hundred and sixty pounds a year—one month he gets twenty pounds, next month the same, and the third month twenty-five pounds. This makes a quarter of two hundred and sixty pounds, and completes a quarter's pay. He begins the next quarter with twenty pounds, and goes on as before. This stoppage from his pay during two months, to be added to the third month's allowance, may be supposed to spring from a paternal solicitude for his welfare; as it gives him a better amount when it is wanted to meet

the landlord's and other claims on quarter-day; but as a large majority in the office are queer and exclusive who live in lodgings, and for whom quarter-day has therefore no terrors, the wisdom of the arrangement is not very patent.

This statement that the clerk gets twenty-five pounds the third month requires modification. "He would get it if, like others, he was content to pay his income-tax at the end of the official year; but the authorities prefer to put him out of temptation's way, and so deduct a quarter of his income-tax from each third month's pay. And, as a wholesome moral discipline, they calculate the tax on the whole of his income; but, at the end of the year, they return, if he claims it, the tax on the one hundred and twenty pounds which is exempt in the case of salaries under four hundred pounds a year. An artistic finish is given to the pay several days before he gets it.

The artistic practice followed in the collection of this tax is sometimes returned in kind. A clerk who had exhausted his ordinary leave, took "French" leave for a day, for which delinquency, notwithstanding his protests, he was docked of a day's pay. At the end of the year he claimed the return of the income tax, not on that amount, but on the whole of his income; and the tax on a day's pay had brought his income below the minimum chargeable with the tax. His claim was at first refused; but he appealed to the Income Tax Commissioners, by whom it was allowed. As the tax at that time was high, he got, for a day's pay, more than he had lost by the docking of his leave, and his day's leave besides. The triumph over constituted authority must also have counted for something, for a civil servant, too, is human.

Leave beyond the ordinary term does not, however, as a rule, secure the same success. It is nearly always granted, within certain limits, in cases of sickness or of domestic bereavement or other misfortune. What constitutes domestic misfortune is, however, a difficult question. A man who had just lost his mother, applied for special leave to enable him to attend her funeral, and make arrangements for the future of his young and orphaned brothers and sisters. This was refused, and he was obliged to take leave without pay. Next year, having sustained his ordinary leave, he applied for leave without pay, as he was about to get married and experienced a not unnatural desire for a short honeymoon. Much to his surprise, he was granted the leave. As the same Board had dealt with both cases, it seems that to the official mind the death of a mother is a less grievous domestic calamity than the taking unto one's self a wife.

"Not so, however," the death of a father. A certain night of the quill once upon a time, he was granted leave to attend the funeral of his father. This was readily granted; and so much sympathy was expressed by his chief that he thought it a good opportunity to borrow some filthy lucre from his sympathiser. A gallant admiral who had to be consulted as to the leave, was as sympathetic, and he too bid to the same amount "paterfamilias." The orphan then took his departure. A day or two afterwards, there arrived a visitor, who wished to see Mr X the orphan. Mr X's chief explained that he wasn't to be seen in fact he had gone away to bury his father. "But," said the stranger, "I am his father!" "Well," replied the official, "a lot of words I don't know anything about Mr X's private affairs; I only know he is gone to bury you."

At the end of the week of mourning, Mr X returned, looking very disconsolate. When asked by his chief how he fared, he pulled a very long face, and said that he had not the least satisfaction in seeing the last rites properly and decently performed; and so on, adding, that of course he felt very deeply on the subject, but that no doubt time would lighten the load of his affliction. "Ah!" replied the other, "I can sympathise with you. I lost my father when I was a young man. When you lose your father you lose your best friend. I had the pleasure of your poor father's acquaintance during his lifetime; but he called here a few days after his death; and I had a short conversation with him. Now, this was most irregular; and my object in sending for you was this—when next the poor old gentleman dies, do if you possibly can, arrange to have him buried here, so that he may be at hand in case he calls again. That's all—Good-morning."

Exit Mr X, not perhaps an outwardly sadder, but certainly a much wiser man. In some departments, sick-leave counts in diminution of ordinary leave; and it is observed that in these departments the employees are much healthier than in those where it does not count. This rule has another curious effect: it tends to make the end of the year—when the ordinary leave has been taken, and is therefore safe from deductions much more unhealthy than the beginning.

That want of peace which vexes public men appears to be chronic with a large number of servants of the Crown, and sometimes places them in awkward and ludicrous situations. A gentleman who did not affect the "ready-cash" principle in his monetary transactions, having caught sight of a creditor making for his room, and finding it inconvenient to grant him an interview, gave a few hurried directions to his colleague as to how to receive the creditor, who came in, and then took up a strategic position under his own desk. On the arrival of the creditor, the said colleague, being either a conscientious man or an unready man or perhaps wishing to have a little joke at his friend's expense, failed to carry out his instructions, and the creditor, finding that his friend was not coming, and would not doubt be back presently, requested the newcomer to take a seat. He took one—that just vacated by the absconding debtor, at the very desk under which he had been hiding.

Now, the unfortunate gentleman was a man of a corpulent habit, and very dignified withal; the day was very hot, the floor was very dusty, and his position was a very tight fit. The creditor, however, would not be so comfortable; and he could only console himself with the reflection that time was on his side. The tradesman, he reflected, must go at last; and if he could only hold his breath, all would yet be well. But the cup of his misfortune was not yet quite full. When he heard his friend's friend rise from his place and leave the room, leaving the enemy free to wander at will about the place inspecting the furniture and otherwise gratifying his curiosity, he gave himself up for lost. The enemy, however, did not wait himself of his opportunity. He was a very busy man, and he had a long list of business to attend to. He was not at all impatiently developed; he had a wonderful organ of patience. He waited nearly an hour—more nearly a fortnight, it seemed to his victim—until this quality was exhausted, and at last he left. The released prisoner, with a crash in his limbs and rage in his heart, covered with dust and humiliation, rushed through the door, to find the creditor waiting for him, and to find the enemy who had betrayed him. But his desire for vengeance was his undoing. Turning a corner, he ran into the arms of his creditor! He had suffered in vain.

THE CHINA MAIL, LONDON, ENGLAND. The following Rules regarding signaling at the Peak are published for general information. By Command, FREDERICK STEWART, Acting Colonial Secretary, Colonial Secretary's Office, Hongkong, 17th February, 1888.

MOTHER SEIGEL'S OPERATING PILLS, FOR CONSTIPATION, SLUGGISH LIVER, &c.

UNLIKE many kinds of cathartic medicines, do not make you feel worse before you feel better. Their operation is gentle, but thorough, and unattended with disagreeable effects, such as nausea, griping pains, &c.

Seigel's Operating Pills are the best family physic that has ever been discovered. They cleanse the bowels from all irritating substances, and leave them in a healthy condition.

The best remedy extant for the bane of our lives—constipation and sluggish liver.

These Pills prevent fevers and all kinds of sickness, by removing all poisonous matter from the bowels. They operate briskly, yet mildly, without any pain.

If you take a severe cold, and are threatened with a fever, with pains in the head, back, and limbs, one or two doses of Seigel's Operating Pills will break up the cold and prevent the fever.

A coated tongue, with a brackish taste, is caused by foul matter in the stomach. A few doses of Seigel's Operating Pills will cleanse the stomach, remove the bad taste, and restore the appetite, and with it bring good health.

Often times disease, or partially decayed food, causes sickness, nausea and diarrhoea. If the bowels are cleansed from this impurity with a dose of Seigel's Operating Pills, these disagreeable effects will vanish, and good health will result.

Seigel's Operating Pills prevent ill-effects from excess in eating or drinking. A good dose at bedtime renders a person fit for business in the morning.

These Pills, being sugar-coated, are pleasant to take. The disagreeable taste common to most pills is obviated.

For SALE BY ALL CHEMISTS, DRUGGISTS, AND MEDICINE VENDORS.

PROPRIETORS: A. J. WHITE, LIMITED, LONDON, ENG.

AN IMPORTANT DISCOVERY is announced in the Paris "Figaro," of a valuable remedy for nervous debility, physical exhaustion, and premature decay. The discovery was made by a missionary in Old Mexico; he saved him from a miserable existence and an early grave. We learn that the Rev. Joseph Holmes, Bloomsbury Mansions, Bloomsbury Square, London, W.C., will send the prescription, free of charge, on receipt of a self-addressed stamped envelope.

Government Notification.

No. 56. HARBOR DEPARTMENT.

The following Rules regarding signaling at the Peak are published for general information. By Command, FREDERICK STEWART, Acting Colonial Secretary, Colonial Secretary's Office, Hongkong, 17th February, 1888.

1. The Union Jack will be hoisted at the Mast Head when any vessel is being signalled.

2. The Commercial Code of Signals for all Nations will be used at the Station.

3. All Signals made by vessels in the Harbour will be repeated.

4. When Signalling to Men-of-War in the Harbour or in the Office, a White Ensign will be hoisted at the Flagstaff, and at the Mast Head of the Man-of-War.

5. When a Steamer, or the smoke of a Steamer, is sighted, the Compass Bearing at the Yard Arm, and Distance off at the Mast Head, will be signalled. If, when the vessel is made out, the signal is not repeated, the Vessel's Distinguishing Flag will be substituted for the Compass Signal, and it will be kept flying until the Ship anchors. The Distance Signal will be kept up fifteen minutes after the Steamer is made out.

6. If the Steamer is a regular Mail Steamer, a Ball will be fired, and a Ball over the English, French, or American flag, with the Distance off at that time, will be shown at the Mast Head. The Compass Signal and Symbol will be hoisted until the vessel anchors. The Distance Signal will be kept flying for half-an-hour, and changed at each successive hour, until the vessel is made out at three times. When the vessel is between Green Island and the North Point of Hongkong the Distance Signal will be hoisted down. If the Mail Steamer is not in the Harbour when it is signalled, a red light will be hoisted at the West Yard Arm, or a green light at the East Yard Arm until she anchors.

7. River Steamers will not be signalled. The approach of other Steamers from Macao or Canton will be made known by showing the National, or House Flag and Symbol at Yard Arm.

8. A Flag showing that an Officer of high rank is on board an incoming vessel, a similar Flag will be shown above the Ball, or the Flag alone will be hoisted at the Mast Head.

Mails. STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

Mails. STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN &